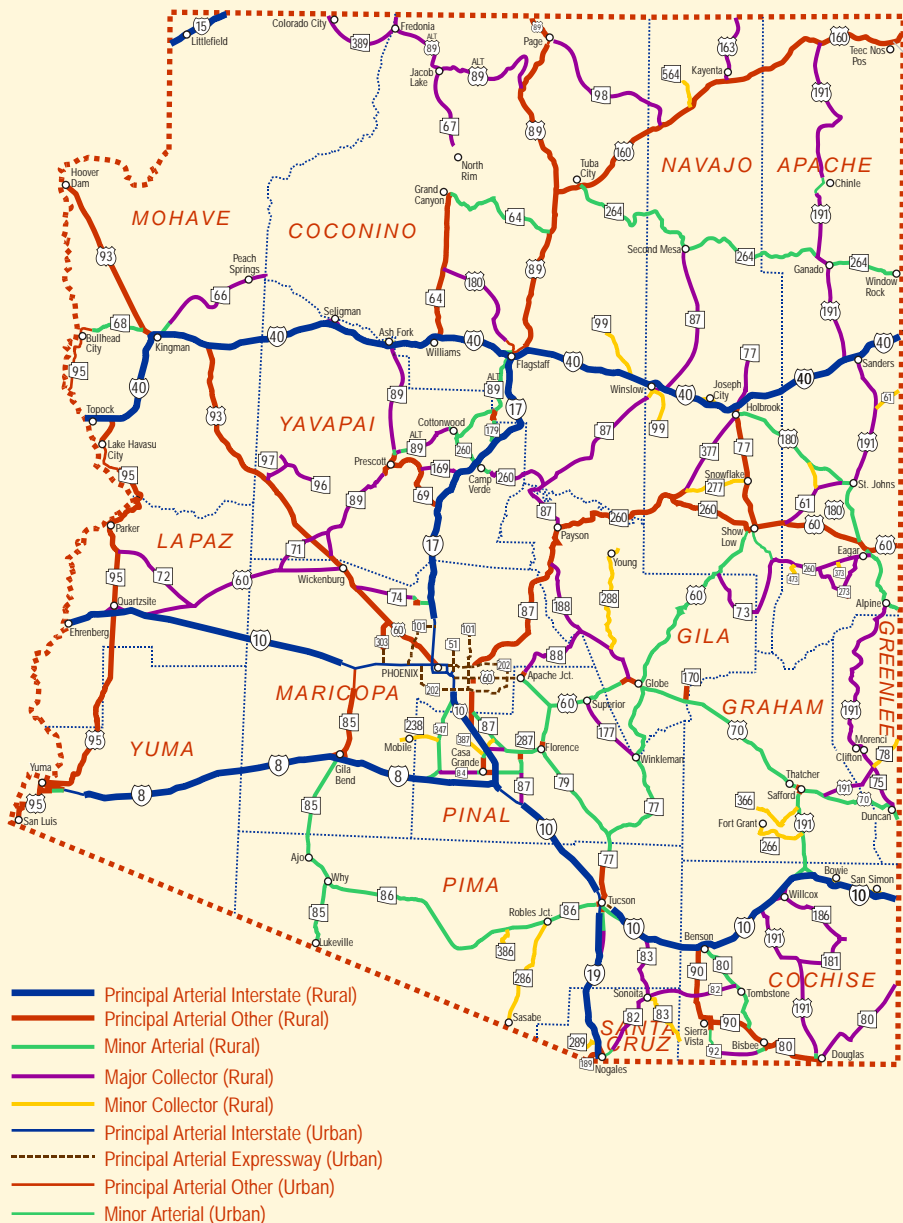


Arizona Highway System

Functional Classification System



Source: ADOT, Transportation Planning Division

Arizona Highway System - - - - -



Urban



Urban Principal Arterials

There are three types of urban principal arterials:

Interstate; other freeways and expressways; and other principal arterials with no or little control of access.

The primary function of these roads is to provide the greatest mobility for thorough movement. Any direct access to adjacent land is purely incidental. The higher mobility associated with these arterials are associated with higher posted speed limits and partially or fully controlled access facilities. In both small urban and urbanized areas, the principal arterial system should serve the highest traffic volume generators, carry trips of longer length, have a high proportion of the urban area travel on a minimum of mileage, and carry the major portion of the trips entering and leaving the urban area.



Urban Minor Arterials

In small urban and urbanized areas, the minor arterial system should provide trips of moderate length, trips of lower travel mobility than urban principal arterials, and serve to accommodate longer trips within the community. Consequently, the speed limit is lower on these roads than on urban principal arterials.



Urban Collectors

Urban collectors distribute traffic from arterials, funnel traffic collected from local streets into the arterial system and may penetrate residential neighborhoods.

Arizona Highway System - - - - -



Urban Local Streets

The primary function of the urban local street system is to provide direct access to abutting land. They provide access to higher functional systems lowest travel mobility, and comprise all streets not on one of the higher systems.

identified as principal arterials rank highest in terms of: access to important traffic generators not currently served by Arizona's Interstate Highways (e.g., Las Vegas and Salt Lake City) volume of commercial traffic, particularly heavy truck traffic total traffic volume vehicle miles of travel.



Rural Minor Arterial Roads

Rural minor arterials serve most of the larger communities not served by the principal arterial system. Following rural principal arterials, minor arterials are the most heavily traveled rural highways. They serve other traffic generators capable of attracting travel over long distances as do the larger communities. Rural minor arterials provide interstate and inter-county service and trip length and travel density greater than those served by collector systems.



Rural Principal Arterial Highways

Rural principal arterial highways are the most traveled, long distance rural roads. They are the principal corridors of interstate travel and statewide travel. Principal arterials provide high-speed travel and minimal interference to through movement. All Interstate highway mileage is included, and non-interstate routes

Arizona Highway System - - - - -



Arizona's Rural Collector System

Arizona's rural collector system serves travel of intra-county and regional importance, rather than statewide importance.

Regardless of traffic volume, travel distances are shorter than on arterial routes and posted speed limits tend to be more moderate than those on arterial highways. All rural state highways that are not arterial highways will be on the rural collector system.



Rural Major Collector Roads

Major collectors provide service to any county seat not on an arterial route and to the larger communities not directly served by the higher systems. They serve other traffic generators of the greatest intra-county

importance equivalent to towns such as consolidated schools, shipping points, regional parks, and important mining and agricultural areas. These collectors serve the principal business area or a concentration of community facilities in rural communities with a population of between 500 and 5000 and rural major collectors tend to connect to rural arterials.



Rural Minor Collector Roads

Rural minor collectors tend to have lower traffic volumes than major collectors. They collect traffic from local roads and tend to feed predominantly residential traffic from side streets into major collectors or arterials. Rural minor collectors are spaced at intervals consistent with population density and bring all developed areas within a reasonable distance of a major collector or higher classification road.

Arizona Highway System - - - - -



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Rural Local Roads

Rural local roads will comprise all rural roads that do not meet the criteria for arterial and collector systems. They serve primarily to provide access to land uses adjacent to collector and arterial roadways. The main function of most local roads is to get to and from residences. Rural local roads may also serve some scattered business and industry, and land uses generating modest traffic.

Source: FHWA, Functional Classification Guidelines



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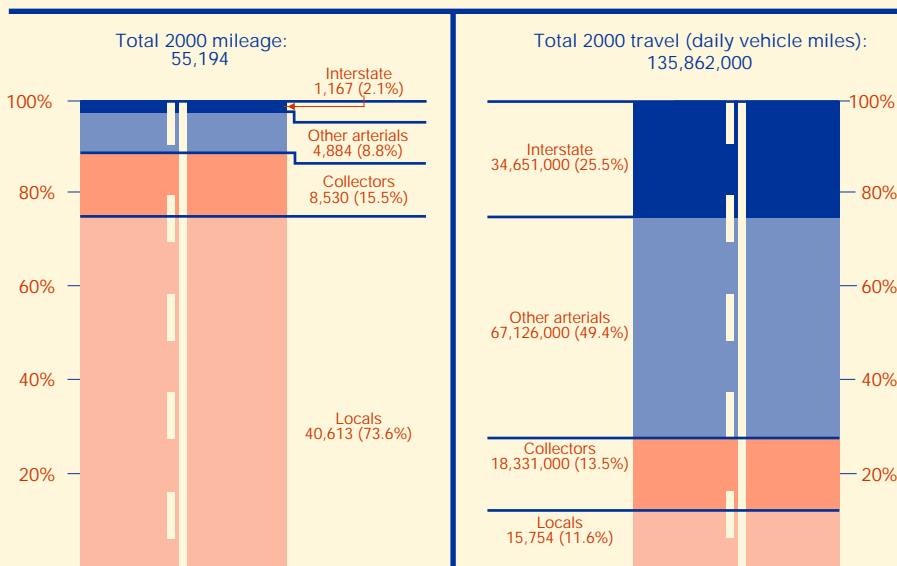
Arizona Highway System



Total Road Mileage and Travel by Functional Classification 2000

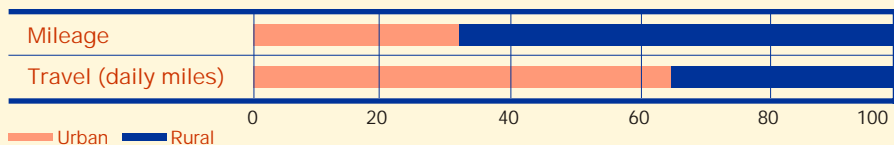
Arizona's 55,194 miles of roads and streets are grouped into functional classes according to the type of service they provide. In 2000, the arterial system (including the Interstate System) and collector system accounted for 26.4% of the total roads and streets, but carried

88.4% of total travel in the state. The Interstate System accounts for only 2.1% of Arizona's total miles of roadway, but it carries 25.5% of the travel in the state. Local roads in Arizona account for 73.6% of the state's total road miles, but they carry only 11.6% of total travel.



Roads and streets in urban areas account for only 33.2% of total mileage, but 64.1% of total travel in Arizona.

Total urban mileage: 18,305 (33.2%)
 Total rural mileage: 36,889 (66.8%)
 Daily urban miles traveled: 87,064,000 (64.1%)
 Daily rural miles traveled: 48,798,000 (35.9%)



Source: ADOT, Arizona's Highway Performance Monitoring System (HPMS) 1999 & 2000

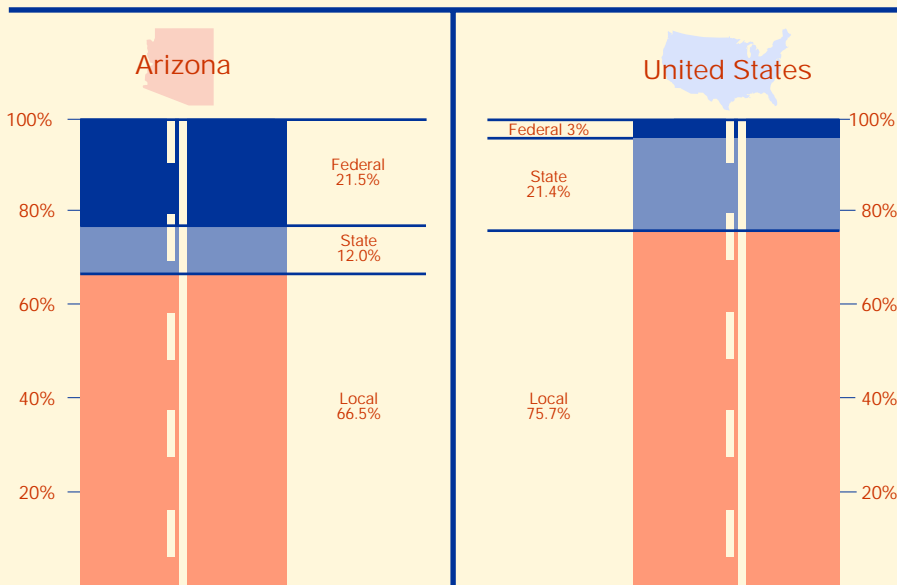
Arizona Highway System - - - - -



2000 Jurisdictional Control of Arizona Streets and Highways Compared to the U.S.

The majority of all the streets and highways in Arizona (66.5%), as well as in the nation (75.7%), are under the control of local governments (county and municipal.) Arizona's percentage

of roads under federal jurisdiction is over six times that of the nation as a whole because of the large areas of Indian reservations, national forests, and national parks in the state.



2000 Jurisdictional Control of Arizona Streets and Highways

Jurisdiction	Rural Mileage	%	Urban Mileage	%	Total Mileage	%
City & County	19,229	34.8	17,466	31.7	36,695	66.5
State	5,819	10.5	787	1.4	6,606	11.9
Federal	11,841	21.5	52	0.1	11,893	21.6
Total	36,889	66.8	18,305	33.2	55,194	100

Sources: ADOT, Arizona's Highway Performance Monitoring System (HPMS) 1999 & 2000; USDOT, FHWA, Highway Statistics 2000

Arizona Highway System - - - - -



FY 2003-2007 Five Year Highway Construction Program (dollars in 000s)

FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Total
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System Preservation

Safety Program	\$21,132	\$16,343	\$14,590	\$14,140	\$14,140	\$80,345
Roadside Facilities	\$400	\$2,900	\$600	\$400	\$400	\$4,700
Public Transit	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$32,500
Pavement Pres.	\$82,359	\$77,210	\$97,000	\$84,000	\$99,000	\$439,569
Operational Facilities	\$7,863	\$8,764	\$6,800	\$6,800	\$6,800	\$37,027
Bridge Pres.	\$13,597	\$19,080	\$22,896	\$21,850	\$16,750	\$94,173
Totals	\$131,851	\$130,797	\$148,386	\$133,690	\$143,590	\$688,314

System Management

Program Operating						
Contingencies	\$16,220	\$16,800	\$16,800	\$16,800	\$16,800	\$83,420
Operating Support	\$4,941	\$4,901	\$4,901	\$4,901	\$4,901	\$24,545
Development Support	\$47,453	\$45,127	\$45,072	\$45,072	\$45,072	\$227,796
Totals	\$68,614	\$66,828	\$66,773	\$66,773	\$66,773	\$335,761

System Improvements

Roadside Facilities						
Improvements	\$13,234	\$21,353	\$16,520	\$9,345	\$11,355	\$71,807
Minor Capacity/Oper.						
Spot Improvements	\$28,204	\$23,950	\$25,325	\$24,375	\$23,950	\$125,804
Major Capacity/ Oper.						
Spot Improvements	\$64,027	\$47,207	\$106,401	\$63,202	\$69,530	\$350,367
Corridor Imp.	\$261,357	\$232,346	\$192,742	\$305,185	\$283,425	\$1,275,055
Totals	\$366,822	\$324,856	\$340,988	\$402,107	\$388,260	\$1,823,033

Total Resource

Allocations	\$567,287	\$522,481	\$556,147	\$602,570	\$598,623	\$2,847,108
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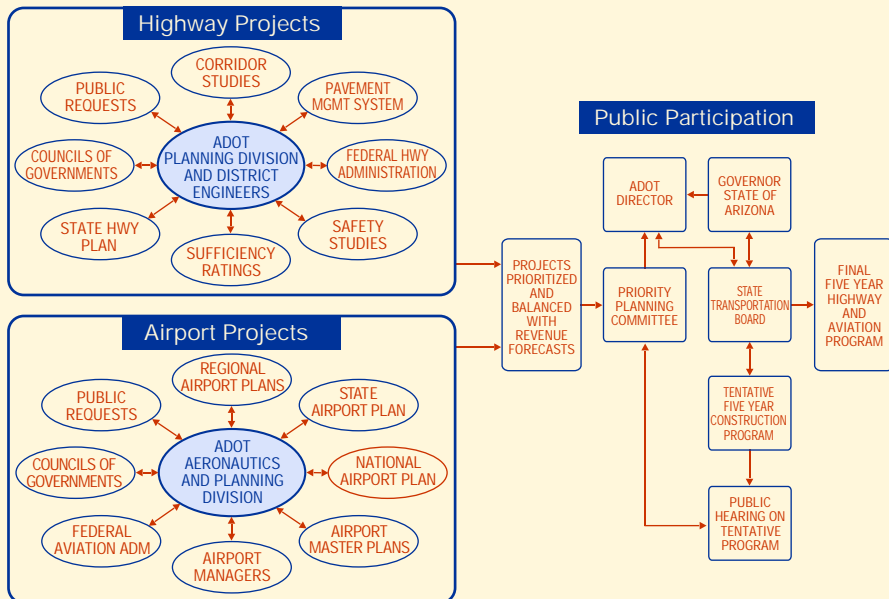
MAG Freeway System	\$1,179,900
Total Highway Program	\$4,027,008

Source: ADOT, Five Year Transportation Facilities Construction Program, FY 2003-2007

Arizona Highway System



Priority Programming Process



Source: ADOT, Five Year Transportation Facilities Construction Program, FY 2003-2007



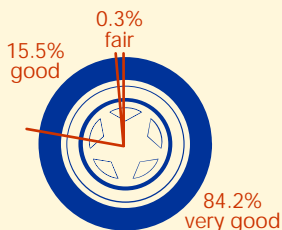
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Arizona Highway System

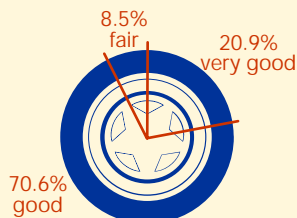


2000 Pavement Condition of Arizona Roads Compared to U.S. Average

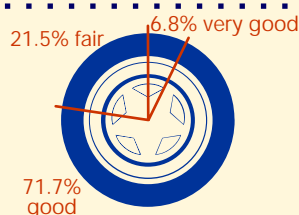
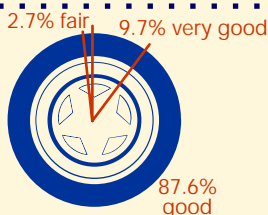
Arizona



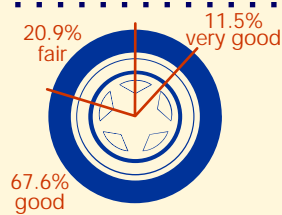
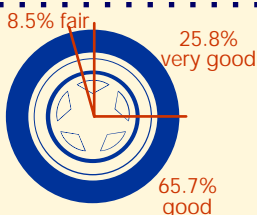
United States



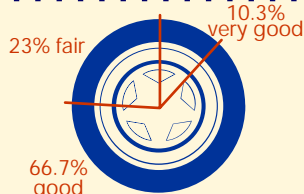
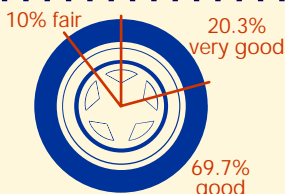
Urban & Rural Interstate



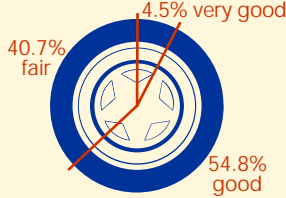
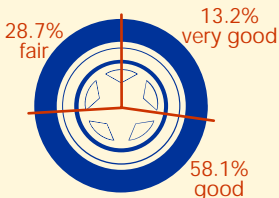
Other Freeways & Expressways



Other Principal Arterials



Minor Arterials



Collectors

Sources: USDOT, FHWA, Highway Statistics 2000